



DEPT. OF TRANSPORTATION  
DOCKET

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Docket Clerk  
Docket No. BTS-2001-10909 -28  
U.S. Department of Transportation  
400 Seventh St. SW  
Room PL-401  
Washington, D.C. 20590-0001

CTL Distribution, Inc.  
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P.O. Box 437  
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Re: NOTICE OF REQUEST TO RENEW THE APPROVAL OF INFORMATION  
COLLECTIONS: OMB NO.2139-0002 AND 2139-0004 (FINANCIAL AND  
OPERATING STATISTICS FOR MOTOR CARRIER PROPERTY)

Dear Sir or Madam:

CTL Distribution, Inc. is a motor carrier of property subject to the Bureau of Transportation Statistics ("BTS") financial reporting requirements. We oppose the Office of Management & Budget's ("OMB") renewing their approval of BTS' reporting forms for annual and quarterly financial reporting by motor carriers. We also take issue with the data submitted by BTS in support of its request for approval of the information collection.

The report serves no useful purpose. BTS describes its use of this information as follows: "The data and information collected is made publicly available and used by the BTS to determine a motor carrier's compliance with the F&OS program requirements prescribed in the BTS regulations (49 CFR 1420)." See 66 F.R. at 55982 (Nov. 5, 2001). In effect the only government use of the information is to ensure that the carriers comply with the requirement to submit the information. This information apparently *is not used by any agency or branch of the Department of Transportation* (including BTS by its own admission), or to our knowledge, by any other agency or department of the federal government.

The reporting requirement is a remnant of a bygone era in which the rates and operations of interstate motor carriers were strictly regulated by the former Interstate Commerce Commission. Since enactment of the Interstate Commerce Commission Termination Act, the federal government no longer regulates the rates or practices of motor carriers of property. Thus, the collection of this information no longer serves any valid government purpose.

Finally, most of the 3,000 carriers upon whom this pointless requirement is imposed are privately held companies. These overly detailed reports are an invasion of the carrier's privacy and do no more than provide our competitors and others with information that they would otherwise not be entitled to receive or would have to request from us.

Responses to BTS's inquiries:

**1. Accuracy of the estimated burden.** BTS states that the preparation of the Form QFR report requires only 27 minutes and that Form M, the annual report, requires only 9 hours. The times asserted by BTS do not take into consideration the many hours spent maintaining this information in the form needed to comply with the BTS reporting requirements. In our own experience, the preparation of these reports requires at least 2 hours for Form QFR 10 hours for Form M. The information that BTS requires us to maintain is in a format quite different from how we would customarily maintain it for our own management and operational uses. The cost and time of the effort should also be calculated into the considerable cost imposed by the BTS.

**2. & 3. Ways to enhance the quality, usefulness, and clarity of the collected information; and ways to minimize the collection burden without reducing the quality of the information collected including additional use of automated collection techniques or other forms of information technology.** It is our belief that the requirements of 49 CFR §1420 should be eliminated. If BTS, however, finds it necessary to continue the reporting requirement it can (and should) obtain information as to the financial health of individual motor carriers in a much-abbreviated format. We would suggest that the current Form M be replaced with a post card that requests:

Carrier's name,  
address,  
USDOT census number,  
gross and net revenues, and  
gross expenses on an annual basis.

The information a carrier would provide on this card would be clear and simple. While the abbreviated filing would *reduce the quantity* of the information collected, it would *improve the quality* of the information collected. Perhaps in this simplified format, agencies at USDOT and elsewhere in the federal government would find a use for the data. The post card style filing would be simple for a carrier to complete. Since only totals would be provided, the abbreviated filing would eliminate the need for carriers to maintain one set of accounts for their own purposes and one for filing with BTS.

Form QFR should be eliminated. It is not required by the statute and serves no useful purposed. By the time the information is submitted, reviewed by BTS staff, and made available to any potential users it is out-of-date and worthless.

BTS could put the form on its web site and carriers could complete and file it electronically. Our proposed abbreviated and simplified filing requirement would

still enable BTS to comply with the provisions of 49 U.S.C. § 14123, while lessening the burden on motor carriers.

I urge OMB not to approve the continuation of the current Form M or Form QFR, and to require BTS to consider adoption of an abbreviated and simplified reporting procedure. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "T B Hindle". The signature is written in a cursive, flowing style.

Thomas B. Hindle  
President